

## WOMEN TAKE TO AUTO DRIVING

Nine Out of Ten Say They Are Too Nervous to Run Cars.

### CONFIDENCE IS NEEDED

Many Dislike Machinery—One Should Learn to Control Speed of Machine She Drives.

Why don't more women drive automobiles? There are, to be sure, a great many women who drive cars as skillfully and successfully as any male driver, and it is an interesting and noteworthy fact that each season there is a considerable increase in the number of women who become owners and operators of motor-driven vehicles. A few years ago a woman driving a car unattended attracted much attention and was viewed with undisguised curiosity by all who saw her. There was only now and then a woman who had the temerity to make an attempt to operate an auto, and, in deed, when one considers the imperfections of the cars built a few years ago, one can more readily appreciate the many obstacles that she had to contend with and overcome if she became a successful driver.

Cars were then far more complicated, mechanically, than at present, but even so it was fully demonstrated that there were some women who possessed the ability to overcome these obstacles, and who, probably possessing a tendency toward things mechanical, mastered the intricacies of the gasoline engine and succeeded admirably as operators.

Nine out of every ten women who are asked why they don't drive their own car invariably answer in the same way—that they are too nervous. This is no doubt perfectly true in many cases where it would certainly be unsafe for a woman afflicted with "nerves" to attempt to handle a car. Still, the trouble of nervousness is greatly exaggerated by many women, and would undoubtedly in most cases rapidly wear away as confidence in herself became established.

Then there are the women whose husbands do not approve of the feminine portion of the family aspiring to the

honor of driving the family car. His real reason is without doubt in many cases a wholly selfish one—he fears of her proficiency and does not want her to use the car as often as she would wish were she capable of its operation. But in spite of the many cynical shafts of alleged wit that some "superior" men love to launch at feminine motorists, the woman who drives and understands her car has a distinct advantage over the woman who motors without enthusiasm, and who does not know the difference between the spark plug and the rear axle, or a muffler from the devil, which silence—and there are many motorists of this type.

#### Many Dislike Machinery.

Then there is the motor woman who dislikes machinery—who is afraid of getting her hands or gloves or gown with a bit of oil or grease, and who considers herself of far greater importance and far more elegant when seated like an automaton in the tonneau of the car, dressed as elaborately as the pastime will possibly permit, with a miniature powder puff always ready to dab her nose occasionally for fear a little dust may settle thereon.

But the time has come when the ambition of the woman motorist is to be able intelligently to understand the mechanical features of her car and to learn to drive well that she may go out when and where she wishes without being bothered with a professional chauffeur. There are very many women who might enjoy the pleasures and benefits of autoing were it not that they doubt their ability to learn how to drive and how to overcome obstacles. The majority of these same women would be perfectly able to master the modern car after some practical instructions from an expert.

A great many women who could easily manage their car hesitate to do so through mistaken ideas of the difficulty to be overcome. The very first thing necessary for the woman who has decided to become an owner and driver is to select her car. If she is wise she will pick one which is simple in construction, for this is an important factor when she is to drive the car herself. Of course, a car of standard manufacture is always preferable to one little known, and a moderately powered car will answer her requirements perfectly. The first duty after purchasing the car is to become familiar with it, for the greatest pleasure of autoing is to be able to do things about the car that exigency may demand.

The first time the woman operates her car alone she will have very little confidence in her own ability. It is always wise to practice turning—backing about and turning around—plenty of room as free from obstruction as possible should be found to experiment in.

One should learn to control the speed of the car with spark and throttle as much as possible and only release the clutch when absolutely necessary. The low gear should be resorted to in extreme cases. The spark should be used for speed and the throttle for power. Gradually familiarize one's self with the operation of the car, the disengaging of a clutch or applying of a brake will become practically automatic.

#### Engine Best at High Speed.

In driving it is quite unnecessary to disengage the clutch or to apply the brake when turning corners. The speed of the car should be lessened by throttling as the corner is approached and opening up when about half-way around. Plenty of room should be allowed in case of the car skidding. In climbing steep grades it is necessary to drive with the spark a little slower and throttle well opened. The engine should never be allowed to race; the moment it begins to race the spark should be retarded. An engine is at its best when run at its highest speed without racing.

A car should never be left standing alone without setting the brake and removing the switch plug. Towing the brakes every day only takes a second and is an important thing.

The woman motorist must have her car positively within control before attempting steep grades. In ascending the principal requisite is plenty of power, while in descending the brakes are as also in the use of a "laster" is to be avoided. When the woman is driving she must give all her attention to her work. She cannot look around at the scenery, talk over the latest fashions with her friends or forget her responsibility for the slightest moment or a loss of control of the wheel may result seriously if not fatally to herself and companions.

One should at first confine themselves to short trips until they have learned to understand each and every piece of mechanism of their car and the proper function of each. On long

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trips it is especially necessary to thoroughly know the motor. When that is accomplished longer trips may be taken with perfect safety, especially if a little previous experience will have the effect of instilling confidence, which is an asset not to be ignored.

The woman who is learning should above all else be possessed of the virtue of patience. She can not expect to learn to know her car at once. Perseverance and patience and time will work wonders and constant association with things mechanical gives one a degree of skill in manipulating tools that will astonish the novice. Common sense is the first principle needed to run a car. Ingenuity is another needed requisite, and with intelligence and the desire to become proficient the average woman may confidently expect to develop into a successful and expert car driver.

## WOMEN WILL CONTEND FOR BETTER HIGHWAYS

Claude Miller Says They Want to and Will Drive Autos in Country.

"Women," said Claude Miller, of Miller Brothers, local Ford dealer, "are going to play an important part in the fight for better roads which is now being waged throughout the country. Few women drive their own cars in the days when all cars had to be cranked by hand. The general adoption of the electric self-starter and the perfection to which this has been brought is responsible for the veritable army of women who now drive their own cars.

"There is no getting around the fact that the automobile has made a prettier, healthier, more self-reliant woman. The woman driver today can thread through traffic expertly and she is beating chauffeurs at their own tricks in city driving.

"Just now few women venture taking their cars out over the country roads alone. The thoroughfare outside city limits have offered rigors and discomforts that she is unwilling to put up with on a pleasure spin. Usually the trip out through the country is postponed until Saturday or Sunday, when a man can preside at the wheel.

## JORDAN CAR COMPANY BUILDING ITS PLANT

New Car Will Be Turned Out of Factory Being Erected in Cleveland, Ohio.

A model motor car manufacturing plant combining all the most modern methods of economical and efficient production is to be erected in Cleveland, Ohio, for the Jordan Motor Car Company.

The announcement that Cleveland had been selected as the location for the new Jordan factory after twenty different cities had been considered, was made by President Bascom Little of the Cleveland Chamber of Commerce.

The first building of the group will contain 30,000 feet of floor space, and will cost about \$50,000. It will be situated on a five acre site on 162nd street, Cleveland, and will be ready for occupancy June 1.

While Edward S. Jordan and Paul Zena, who are the head of the Jordan Company, did not leave the Jeffery Company, where they held high positions for many years, until January 18, they had within sixty days completed their model car, financed their company and on April 1 ground was broken for the plant.

This record of accomplishment is due to the standing of Jordan and Zena in the industry, and the fact that so many men of influence have associated themselves with them.

The stockholders include representatives of leading manufacturers of component parts, accessory makers, bankers, manufacturers of other cars, dealers in many sections of the country, and advertising men of prominence.

There is much speculation as to the specifications of the Jordan car, but it is known that it will include such high grade parts as Continental Motors, Brown-Lipe clutches and transmissions and Timken axles and bearings.

Jordan says that it will not be a low priced car, but the price will be

high enough to appeal to people who want better appearance, finish, comfort and reserve power. He calls it "A car for the tall man, the short man and the woman of good taste."

### PACKARD TWIN SIX POPULAR.

Factory Delivers 4,308 Cars—Customers Growing Impatient.

The Packard Motor Car Company has delivered 4,308 "twin six" motor cars. The factory is exerting every effort to cope with the freight car shortage and make deliveries. With the coming of spring weather, customers are growing even more impatient to receive their cars.

C. J. Moore, operating manager of the Packard factory, who visited dealers' establishments in the largest cities of nine Western and Pacific Coast States, said: "Everywhere I went, the reports I got of the car were more than satisfying. Owners not only pronounce it the finest car ever produced by the Packard organization, but the superior of any in this country."

A. E. Corbin, assistant sales manager, predicts that the demand for twin sixes will be even greater as soon as the roads are in good shape.

### Bibliography Issued.

The United States Geological Survey has issued as Bulletin 517 its "Bibliography of North American Geology for 1914," by J. M. Nickles. It is an author list of books, papers, and maps bearing on the geology (including the paleontology, petrology, and mineralogy) of North America and adjacent islands, and also of Panama and Hawaii, issued in 1914, with a very full alphabetical subject index by which any paper relating to a certain subject or to any particular area may be readily found. This bibliography is one of a series which is issued annually. The volume for 1911 forming Bulletin 524, that for 1912 Bulletin 545, and that for 1913 Bulletin 554. From time to time these bibliographies are combined in a single volume covering several years. The series now covers the literature of American geology from 1732 to the end of 1914. Bulletin 617 may be obtained on application to the Director of the Geological Survey, Washington, D. C.

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## GENTLER SEX IS OFTEN AT FAULT

Few Women Drivers Know Intricacies of Cars They Are Operating.

### SHOULD LEARN MOTORS

Instruction Books Given by Factories Detail Component Parts of Machines and Their Functions.

Year by year the number of women who operate their own cars increases. Their efforts in the handling of the gasoline steed are not confined to the small, low-powered cars. Among the fair sex there are many who are as capable of handling the high-powered machine as are members of the other sex.

Unfortunately, all of them who drive are not conversant with the mechanical features of the automobile. They simply know how to stop, start, and guide the car. When anything goes wrong, they must call for assistance.

Every woman who drives should become conversant with the mechanical features of her car and be able to overcome the ordinary troubles that are liable to arise. Each should, as far as possible, prepare herself against the ordinary troubles that are liable to occur. A repair shop or service station is not always within reach.

Nervousness is the chief obstacle that many women must overcome when trying to become a skillful driver. Instead of giving her attention to the work in hand, the studying of her car, she is anticipating trouble.

There is another type of woman driver, the one who considers that "she knows it all." She can handle the steering wheel, shift gears smoothly, and make her way through traffic. Perhaps she is familiar enough with the mechanical features to know when the motor is missing, and can trace the cause to a faulty plug or defective wire.

Here her knowledge ends, but nevertheless she drives about the country, confident that, no matter what happens, she can at least make a temporary repair with which to get home or in touch with a repair shop.

When the time of trouble really does come, she has to call upon a passing motorist for assistance or telephone home for aid. Which is more to be pitied from the motoring standpoint, the woman who is ignorant of the essential features of a car on account of a nervous disposition,

tion to understand it, or the woman with a shallow smattering of things mechanical which she flatters herself is sufficient. Certainly, neither of them is competent to drive a car alone. That they escape trouble is due to good luck.

Every woman who contemplates driving a car should make it her aim and ambition to learn the working features of the motor, to familiarize herself with the different parts, and to know what should be done in case of emergency.

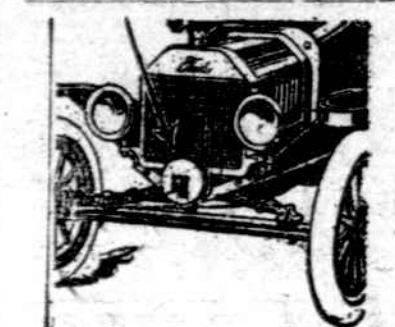
Instruction books giving in detail the functions of the component parts of the machine and their relation to one another in the making of a complete car are furnished by every manufacturer. Let the woman who is considering learning to drive procure one of them and study it. After familiarizing herself with the book, look over the car and see the actual relation that one part has to another. Automobiles, though complicated to the uninitiated, are after all, simple and easy to understand. The operation of one successfully requires the use of more gray matter than muscle.

Ground-Water Surveys. Long before the interest in underground water had become as general as it is today the Geological Survey foresaw the need of a detailed ground-water survey of the entire West, and for years it has been engaged upon such a survey. Each year certain areas are selected for systematic investigation, the plan being ultimately to cover the entire West. A vast amount of reliable information has thus been obtained on the quantity, depth, and quality of the water, the prospects for artesian flows, the best methods of constructing wells, the cost of drilling and pumping, and other matters relating to the recovery and utilization of the underground supply, and maps are made showing the ground-water conditions. These maps and data are published in a series of water-supply papers.

The region to be covered is, however, so extensive and the funds available for water-resources investigations have been comparatively so small that large areas remain in regard to which there is no definite information, and many years will be required at the present rate of progress to cover all of these areas, provided the work is to be done with the thoroughness that is essential to make it useful. Every year many requests for investigations of specific areas are received, some of them in the form of long petitions signed by the settlers. All these requests are given careful consideration, but it is possible to respond favorably to only a few of the most meritorious.

### Rabbit Drivers Got Wolf.

Carthage, Mo., March 28.—The second big wolf drive of the winter was held seven miles west of Carthage. Over 250 participated and one wolf and 15 rabbits were killed. Three other wolves were sighted, but made their escape. The rabbits were turned over to the Charity Union for distribution among the poor.



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IN justice to your own judgment, exert your Missouri instinct, forget the price of a car in comparing it with cars selling for a thousand to fifteen hundred dollars and you will be willing to acknowledge that the Saxon has established a new standard of prices in automobile construction.

CALL Main 13, and have a Saxon sent to your office for your inspection, or better still, let us take you through our Service Station and prove to your good faith and our facilities to render real service when needed.

BEAR in mind when purchasing an automobile that you are opening a transaction with the manufacturer's production, the deprecating value of your investment is governed to a great extent by the service your car can enjoy from the local dealer.

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